

**AMENDMENTS TO THE SPECIFICATION**

**Please replace the last paragraph on page 1, beginning on line 25 bridging to page 2, line 3 with the following amended paragraph:**

The invention of ~~claim 4~~ in a first aspect is a pneumatic tire in which at least a pair of circumferential main grooves extending along a tire circumferential direction is formed on a tread, the tread is defined into at least a plurality of land portion rows comprising at least a central land portion row at the tire equatorial plane side and bilateral land portion rows disposed at tire axial direction outer sides of the central land portion row, and a plurality of lateral grooves extending along the tire axial direction is formed on the central land portion row and the bilateral land portion rows, in the tire circumferential direction, wherein the lateral grooves which are formed on at least the central land portion row are extended from land portion both edges to land portion inner sides by at least 15% or more of the central land portion row tire axial direction width, and the central land portion row is defined into blocks or false blocks, and the blocks or false blocks form chamfer portions, each having a depth gradually increasing toward the circumferential main groove and each facing the circumferential main groove, in the vicinities of the tire circumferential direction one side corner portions of the central land portion row, whereby the vicinities of both sides in a tire width direction of the central land portion row are made uneven in the tire circumferential direction.

**Please replace page 2, lines 15 - 16 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 4~~ the first aspect will be explained.

**Please replace page 2, lines 17 - 21 with the following amended paragraph:**

According to the pneumatic tire according to ~~claim 1~~ of the first aspect, at least a pair of the circumferential main grooves is disposed along the tire circumferential direction of the tread and the tread is defined into at least the central land portion row at the tire equatorial plane side and the bilateral land portion rows disposed at the tire axial direction outer sides of the central land portion row, whereby fundamental wet performance is obtained.

**Please replace page 4, lines 6 - 12 with the following amended paragraph:**

The invention of ~~claim 2~~ in a second aspect is the pneumatic tire according to ~~claim 1~~, wherein the central land portion row chamfer portion is formed in the vicinity of an obtuse angled corner portion of the block or the false block as seen from a tread plan view of the block or the false block, is formed into a substantially trapezoid shaped tread plan view configuration whose upside faces the circumferential main groove side and whose base is substantially parallel to the tire circumferential direction, and has a planar shape which is inclined at a constant angle with respect to a tread surface.

**Please replace page 4, lines 13 -14 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 2~~ the second aspect will be explained.

**Please replace the last paragraph on page 4, beginning on line 28 bridging to page 5, line 3 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 2~~ the second aspect is structured as described above, the present invention has an excellent effect that unevenness of the road-contact portion of the central land portion row as a whole becomes smaller, whereby occurrence of unevenness can be suppressed.

**Please replace page 5, lines 4 -7 with the following amended paragraph:**

The invention of ~~claim 3~~ in a third aspect is the pneumatic tire of ~~claim 1 or 2~~, wherein the tire axial direction one side lateral groove of the central land portion row and the tire axial direction other side lateral groove thereof are connected to each other by the first narrow groove whose width is smaller than those of the lateral grooves.

**Please replace page 5, lines 8 - 9 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 3~~ the third aspect will be explained.

**Please replace page 5, lines 16 - 18 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 3~~ the third aspect is structured as described above, the present invention has an excellent effect that land portion rigidity of the central land portion row can be made even on the tire circumference.

**Please replace page 5, lines 19 - 24 with the following amended paragraph:**

The invention of ~~claim 4~~ in a fourth aspect is the pneumatic tire ~~according to any one of claims 1 to 3~~, wherein the tire axial direction width of the central land portion row chamfer portion is set within a range of from 5 to 30% of that of the central land portion row, and the depth of the tire circumferential main groove side lower edge of the central land portion row chamfer portion is set within a range of from 5 to 50% of that of the tire circumferential main groove adjacent to the central land portion row chamfer portion.

**Please replace page 5, lines 25 -26 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 4~~ the fourth aspect will be explained.

**Please replace the last paragraph on page 6, beginning on line 25 bridging to page 7, line 2 with the following amended paragraph:**

The invention of ~~claim 5~~ in a fifth aspect is the pneumatic tire according to any one of ~~claims 1 to 4~~, wherein a sidewall surface of the central land portion row non-chamfer portion at the central land portion row chamfer portion side is formed at the angle of substantially 90° with respect to the tread surface at a boundary portion between the central land portion row chamfer portion and the central land portion row non-chamfer portion not-including the central land portion row chamfer portion.

**Please replace page 7, lines 3-4 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 5~~ the fifth aspect will be explained.

**Please replace page 7, line 5 with the following amended paragraph:**

In ~~claim 5~~ the fifth aspect, substantially 90° stands for 90°±10°.

**Please replace page 7, lines 17 - 19 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 5~~ the fifth aspect is structured as described above, the present invention has an excellent effect that uneven wear and tire performance on a snowy road can keep the balance therebetween.

**Please replace page 7, lines 20 -23 with the following amended paragraph:**

The invention of ~~claim 6~~ in a sixth aspect is the pneumatic tire according to any one of ~~claims 1 to 5~~, wherein at least a portion of the tire axial direction one side chamfer portion and at least a portion of the tire axial direction other side chamfer portion are disposed so as to face each other.

**Please replace page 7, lines 24 -25 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim-6~~the sixth aspect will be explained.

**Please replace page 8, lines 2 - 4 with the following amended paragraph:**

Since the pneumatic tire of ~~claim-6~~the sixth aspect is structured as described above, the present invention has an excellent effect that wet draining performance and land portion rigidity can be uniformed at the left-hand side and the right-hand side of the central land portion row.

**Please replace page 8, lines 5 - 13 with the following amended paragraph:**

The invention of ~~claim-7~~in a seventh aspect is the pneumatic tire ~~according to any one of claims 1 to 6,~~ wherein the central land portion row chamfer portion is protruded closer to the circumferential main groove side adjacent to the central land portion row chamfer portion than the central land portion row non-chamfer portion not including the central land portion row chamfer portion adjacent to the central land portion row chamfer portion in the tire circumferential direction, and a tire axial direction protruding amount of the central land portion row chamfer portion in reference to the circumferential main groove side edge of the central land portion row non-chamfer portion is set within a range of from 2.5 to 40% of a width of the circumferential main groove adjacent to the central land portion row chamfer portion.

**Please replace page 8, lines 15 -16 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim-7~~the seventh aspect will be explained.

**Please replace page 9, lines 3 -5 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim-7~~the seventh aspect is structured as described above, deterioration of land portion rigidity due to forming chamfer portions can be offset

without deteriorating wet draining performance.

**Please replace page 9, lines 6 -10 with the following amended paragraph:**

The invention of ~~claim 8~~in an eighth aspect is the pneumatic tire according to ~~claim 7~~, wherein the central land portion row chamfer portion is formed only at a portion protruding closer to the circumferential main groove side than the central land portion row non-chamfer portion adjacent to the central land portion row chamfer portion in the tire circumferential direction.

**Please replace page 9, lines 10 - 11 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 8~~the eighth aspect will be explained.

**Please replace page 9, lines 12 -16 with the following amended paragraph:**

In the pneumatic tire according to ~~claim 8~~the eighth aspect, since the central land portion row chamfer portion is formed only at a portion protruding closer to the circumferential main groove side, steps in the tire circumferential direction of the central land portion row can be reduced thus making it possible to enhance wear resistance and resistance to uneven wear of the central land portion row.

**Please replace page 9, lines 17 -19 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 8~~the eighth aspect is structured as described above, excellent effects can be provided in that wear resistance and resistance to uneven wear of the central land portion row can be enhanced.

**Please replace page 9, lines 20 -24 with the following amended paragraph:**

The invention of ~~claim 9~~in a ninth aspect is the pneumatic tire according to ~~claim 7 or 8~~, wherein the tire axial direction groove wall of a portion of the central land portion row protruding to the circumferential main groove side and the tire axial direction groove wall of the

central land portion row non-chamfer portion are connected to a groove bottom portion of the circumferential main groove substantially at the same position in the tire axial direction.

**Please replace page 9, lines 25-26 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 9~~the ninth aspect will be explained.

**Please replace the last paragraph on page 9, beginning on line 27, bridging to page 10, line 4 with the following amended paragraph:**

In the pneumatic tire according to ~~claim 9~~the ninth aspect, since the tire axial direction groove wall of a portion of the central land portion row protruding to the circumferential main groove side and the tire axial direction groove wall of the central land portion row non-chamfer portion are connected to a groove bottom portion of the circumferential main groove substantially at the same position in the tire axial direction, water in the circumferential main grooves can be flown smoothly.

**Please replace page 10, lines 12 - 14 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 9~~the ninth aspect is structured as described above, the present invention has an excellent effect that water inside the circumferential main grooves can be flown smoothly.

**Please replace page 10, lines 15 -19 with the following amended paragraph:**

Further, since the pneumatic tire according to ~~claim 9~~the ninth aspect is structured as described above, the present invention has excellent effects that land portion rigidity of the bilateral land portion rows is enhanced, and heel-and-toe wear thereof can be suppressed. The present invention also has excellent effects that pattern noise can be reduced and wet performance can be improved as compared to a case where chamfer portions are not formed.

**Please replace the last paragraph on page 10, beginning on line 20, bridging to page**

**11, line 1 with the following amended paragraph:**

The invention of ~~claim 10~~ in a tenth aspect is the pneumatic tire according to any one of ~~claims 1 to 9~~, wherein the bilateral land portion row lateral groove comprises a narrow-width portion in which a portion of the tire equatorial plane side lateral groove is formed narrower and a large-width portion in which a remaining portion of the tread edge side lateral groove is formed wider, and a planar chamfer portion, whose tread plane view is formed into a substantially rectangular shaped configuration which is longer along the bilateral land portion row lateral groove, is formed in a region where the narrow-width portion is formed, and inclined at a constant angle, starting from an imaginary extension line of a tread surface side edge of the large-width portion toward the circumferential main groove side adjacent to the bilateral land portion row chamfer portion.

**Please replace page 11, lines 2 -3 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 10~~ the tenth aspect will be explained.

**Please replace page 11, lines 18 - 28 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 10~~ the tenth aspect is structured as described above, the present invention has excellent effects that even performance can be kept at both sides of the tread, and high level of wet draining performance can be obtained. Further, the present invention has excellent effects that land portion rigidity of the second land portion rows is enhanced and heel-and-toe wear thereof can also be suppressed. The present invention also has excellent effects that pattern noise can be reduced, and wet performance is enhanced as compared to a case in which blocks are not chamfered. Further, since the direction of the



bilateral land portion row chamfer portions and the direction of the second land portion row chamfer portions are opposed to each other with respect to the tire circumferential direction, deviation of noise and resistance to uneven wear due to a rotational direction of the tire can be prevented.

**Please replace page 12, lines 1 - 15 with the following amended paragraph:**

The invention according to ~~claim 11~~an eleventh aspect is the pneumatic tire according to ~~claim 10~~, wherein the central land portion row is disposed on the tire equatorial plane, the second land portion row, which is defined by each of the circumferential main grooves, is disposed between the central land portion row and each of the bilateral land portion rows, the second land portion row lateral groove comprises a narrow-width portion in which a portion of the tire equatorial plane side lateral groove is formed narrower and a large-width portion in which a remaining portion of the tread edge side lateral groove is formed wider, and a planar chamfer portion, whose tread plane view is formed into a substantially rectangular shaped configuration which is longer along the second land portion row lateral groove, is formed in a region where the narrow-width portion of the second land portion row lateral groove is formed, and inclined at a constant angle, starting from an imaginary extension line of a tread surface side edge of the large-width portion toward the circumferential main groove side adjacent to the second land portion row chamfer portion, and the direction of the second land portion row chamfer portions and that of the bilateral land portion row chamfer portions are opposed to each other with respect to the tire circumferential direction.

**Please replace page 12, lines 16 -17 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 11~~the eleventh aspect will be explained.

**Please replace page 13, lines 20 -23 with the following amended paragraph:**

Since the pneumatic tire according to claim ~~11~~ the eleventh aspect is structured as described above, the present invention has excellent effects that draining performance through chamfer portions can be obtained, while preventing occurrence of heel-and-toe wear or deterioration of pattern noise.

**Please replace the last paragraph on page 13, beginning on line 24, bridging to page 14, line 1 with the following amended paragraph:**

The invention according to claim ~~12~~ a twelfth aspect is the pneumatic tire according to ~~claim 10 or 11~~, wherein a lower edge position of the bilateral land portion row chamfer portion is set within a range of from 5 to 30% of a depth of the circumferential main groove adjacent to the bilateral land portion row chamfer portion, and a tire axial direction width of the bilateral land portion row chamfer portion is set within a range of from 15 to 60% of that of the bilateral land portion row width.

**Please replace page 14, lines 2 - 3 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to claim ~~12~~ the twelfth aspect will be explained.

**Please replace page 14, lines 26 - 28 with the following amended paragraph:**

Since the pneumatic tire according to claim ~~12~~ the twelfth aspect is structured as described above, the present invention has an effect that land portion rigidity of blocks or false blocks can be uniformed.

**Please replace page 15, lines 1 - 4 with the following amended paragraph:**

The invention according to ~~claim 13~~ a thirteenth aspect is the pneumatic tire according to ~~any one of claims 1 to 12~~, wherein the block or the false block of the bilateral land portion row is defined into a plurality of sub-blocks by a second narrow groove whose width is smaller than the lateral groove.

**Please replace page 15, lines 5 - 6 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 13~~ the thirteenth aspect will be explained.

**Please replace page 15, lines 13 -15 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 13~~ the thirteenth aspect is structured as described above, during a road contacting of the tire, apparent land portion rigidity is increased, and the collapse of blocks or false blocks can be prevented.

**Please replace page 15, lines 16 - 18 with the following amended paragraph:**

The invention of ~~claim 14~~ in a fourteenth aspect is the pneumatic tire according to ~~claim 13~~, wherein the second narrow groove has at least two bent portions at the depth direction intermediate portions.

**Please replace page 15, lines 19 -20 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 14~~ the fourteenth aspect will be explained.

**Please replace the last paragraph on page 15, line 26, bridging page 16, line 1 with the following amended paragraph:**

Since the pneumatic tire according to ~~claim 14~~ the fourteenth aspect is structured as described above, the present invention has effects that the direction of an edge effect of the

second narrow groove does not change from the beginning as a new tire product to the end as a worn tire, whereby a steady edge effect can be obtained.

**Please replace page 16, lines 2 - 4 with the following amended paragraph:**

The invention of ~~claim 15~~ in a fifteenth aspect is the pneumatic tire according to ~~claim 14~~, wherein the lengthwise direction of the second narrow groove does not change due to a depth size.

**Please replace page 16, lines 4 - 5 with the following amended paragraph:**

Next, operation and effects of the pneumatic tire according to ~~claim 15~~ the fifteenth aspect will be explained.

**Please replace page 16, lines 6 - 9 with the following amended paragraph:**

In accordance with the pneumatic tire of ~~claim 15~~ the fifteenth aspect since the lengthwise direction of the second narrow groove which appears on the tread surface does not change as the tire is getting worn, orientation of the edge effect of the second narrow groove does not change from the beginning as a new tire product to the end as a worn tire.

**Please replace page 20, lines 14-16 with the following amended paragraph:**

Moreover, in the present embodiment, although the angle of the sidewall surface 26S with respect to a tread surface is set at  $90^\circ$ , as shown in Fig. 3, an angle  $\theta_2$  with respect to the tread surface of the sidewall surface 26S can be  $90^\circ \pm 10^\circ$  10°.